

SPECIAL ATTRACTIONS

AT THE

ONE-PRICE STORE.

Side band suitings, closing price, 7c a yard.
Outing cloths in beautiful patterns, 18c and 10c a yard.
Flannelettes in new and stylish patterns at 12 1/2c a yard.
Dress gingham, 5, 8 and 10c a yard.
A few pieces of Scotch gingham at 10c, worth 25c a yard.
Still a few challies at 4c and 6c a yard.
Also a few more pieces of checked and striped cloth at 25c a yard.
Hosiery in all shades at 25, 37 1/2 and 50c a yard.
White goods in all the newest materials and at lowest prices.
A special bargain in pure Turkey table covers, \$4, 75c and \$10 75c each.
Table linens, towels and napkins in all styles, variety, and at prices that defy competition.
Another case of white bed quilts at 1c each.
Ladies' and Gents' underwear and hosiery in great assortment and at bottom prices.

SNYDER.

MASSLER & MACBAIN.

131 SALEM AVENUE, S. W.

SCOTT and RIVES.

REAL ESTATE AGT'S

195 JEFFERSON STREET.

Roanoke, Va.,

OFFER THE FOLLOWING

CHOICE PROPERTIES

130 ft. on Albermarle Street.. \$1,900
89 ft. on Franklin Road. . . . 2,200
A Choice Cor. on Mountain St. . 3,000
197 ft. on Roanoke St. (fine shade) 5,000
Fine Residence on Jefferson St. 9,500

A rare bargain in an entirely new residence in Hyde Park. House contains Hot and Cold Water, Stable, Coal and Wood House. Will make terms to suit purchaser.

SCOTT & RIVES.

ROANOKE.

BUILDING - COMPANY

E. H. STEWART, President.
H. G. COLE, Sec. and Treas.
J. F. BARBOUR, Gen'l Manager.

CONTRACTORS & BUILDERS.

Office with GRAY & BOSWELL, Jefferson Street.

Large Brick Buildings a Specialty.

Homes built on easy payments. Patronage solicited. Estimates cheerfully furnished on application.

J. F. BARBOUR.

GENERAL MANAGER.
14-17.

NOTICE.

At Cost to Close Business

I will offer my entire stock of

DRY GOODS, BOOTS AND SHOES AT

PRIME COST TO DISCONTINUE BUSINESS.

F. G. MAY,

142 FIRST AVENUE, S. W.

AT COST. AT COST.

aug 17

WM. F. BAKER. WM. H. MARKLEY

BAKER & MARKLEY.

Real Estate Agents,

Have removed to 160 Salem Avenue, S. W.

ROANOKE, VIRGINIA.

City Property, Farms and Mineral Lands sold. Correspondence invited.

H. M. LINNEY & SON,

REAL ESTATE AGENCY.

For Sale.

Twelve Store-Houses on Salem Avenue. Ten Building Lots on Campbell Street.

LOTS ON THE WEST END BOULEVARD

From \$500 to \$1,500. In Belmont, from \$1,000 to \$2,000.

A GOOD PLACE TO INVEST.

Near the College Institute from \$800 to \$1,000.

CALL EARLY AND SEE

THE LATEST NOVELTIES

IN

MILLINERY AND CLOAKS

Ever before seen in Roanoke.

Ladies' and Childrens' Furnishings.

K. & S. Millinery & Cloak Palace,

135 Salem Ave.

ORMSBY'S CAFE,

The leading house in Southwest Virginia for

OYSTERS

We are now serving the celebrated

LYNN HAVEN BAY OYSTERS.

In every style—Fried, Stewed, Broiled, etc., and we make a specialty of

STEAMED OYSTERS.

In addition, we have the finest

Pool and Billiard Parlor in the State.

Ladies' and Gents' Dining Rooms up stairs.

OPEN ALL NIGHT.

Chas. J. Ormsby, Proprietor.

L. F. BURKS,

Practical Plumber

GAS and STEAM FITTER.

And dealer in all kinds of Plumber, Gas and Steam Fitters' Supplies. Prompt Attention to Orders, and Satisfaction Guaranteed.

715 Main Street, LYCHBURG, VA.

14-17.

Rosenbaum Bros.

ARE

Too Busy

To write up their

Fall Advertisement.

They are receiving

daily their

FALL STOCK

OF

DRESS GOODS,

Etc., Etc., Etc.

Rosenbaum Bros.,

42 Salem Ave., S. W.

R. & S. HISTORY.

THE INCEPTION OF A GREAT UNDERTAKING.

PARSON MOOMAW'S FORESIGHT.

Hon. Henry S. Trout's Labor in Behalf of the Railroad—The Original Incorporators—The North Carolina End—A Consolidation—Sketches of the Leaders.

The idea of constructing a railroad from Roanoke South to connect with the Western North Carolina road was originated by Rev. Jno. C. Moomaw, a Dunkard preacher. In attending his appointments in the section through which the Roanoke and Southern will pass, he discovered the natural route for a road, and suggested that steps be taken to build a road. In 1885 he made a trip from Roanoke to Salem, N. C., on horse back, and when he returned with a glowing description of the country, setting forth the practicability of building a road, considerable enthusiasm was aroused.

In 1888 Hon. Henry S. Trout represented this district in the State Senate, and on the 12th day of February, through his influence, a charter was granted to J. M. Gambill, D. E. Houston, E. H. Stewart, J. C. Moomaw, J. D. Kirk, T. T. Fishburne, D. C. Moomaw, J. A. Gale, M. M. Rogers, E. W. Miller, L. H. Cooke, George P. Taylor, W. G. Evans, W. K. Andrews, J. M. Harris and Thomas Engle as incorporators, with power to organize the Roanoke and Southern Railroad Company of Virginia, with a capital stock of not less than \$5,000 nor more than \$2,000,000.

A sufficient amount of the stock having been subscribed, the stockholders met in the old skating rink, April 20, 1886, and organized by electing Col. D. E. Houston, president, and Col. H. C. Lester, vice president. The following were elected the first board of directors: J. M. Gambill, H. S. Trout, J. F. Christian, J. D. Kirk, J. C. Moomaw, W. K. Andrews, J. P. Terry, Andrew Lewis, C. M. Starke, Peter Sanders, Jr., J. M. Barker, W. D. Bregle and J. D. Spencer. At the first meeting of the directors, which was immediately after their election, S. W. Jamison was elected secretary, and the following Messrs. S. W. Hinshaw, of Winston, William Wedington and Dr. J. H. McAden, of Charlotte, appeared before the directors with plans for the extension of the road beyond the State line.

On the 23d of February, 1887, Hon. Henry E. Fries, a brother of Col. Frank H. Fries, succeeded in getting a charter for the Roanoke and Southern Railroad Company, of North Carolina. The company was organized May 15, with Col. E. P. Fries, president; F. J. Stone, first vice president; W. V. Lomax, second vice president, and E. H. Vogle, secretary and treasurer. Messrs. R. J. Reynolds, J. E. Fries, C. H. Vogle, C. W. Hinshaw, C. M. Stone, J. M. Galloway, W. V. Lomax, E. F. Fuller, and C. B. Watson were elected directors of the North Carolina company.

In the meantime the Virginia company had been organized, and the plans and location of the route of the road. Henry county had voted \$100,000 to the capital stock, and Roanoke city had been asked for the same amount, which was subsequently voted.

The stockholders of both companies met in Roanoke on the 18th of June, 1887, and consolidated, with the following officers and directors: D. E. Houston, president; F. H. Fries, vice president; E. P. Fries, vice president; E. W. Lomax, New York; W. V. Lomax, Greensboro, N. C.; F. J. Stone, Stoneville, N. C.; G. W. Hinshaw, R. J. Reynolds, J. A. Gray, C. H. Vogle, C. W. Hinshaw, C. M. Stone, J. M. Galloway, P. P. Watson, J. D. Spencer, Martinsville; J. M. Gambill, H. S. Trout, and E. H. Stewart, Roanoke. The consolidation was made upon the terms that work be continued at Winston, provided Winston would subscribe \$75,000, and that the private subscriptions should be paid upon the completion of the road to the Cape Fear and Yadkin Valley, all of which have been complied with.

On the 4th of April, 1888, the contract for the construction of the road was let to the North Carolina and Virginia Construction Company. Soon afterwards ground was broken at Winston, and in May, 1889, the first eighteen miles of the road from Winston to Walnut Cove, where it connects with the Cape Fear and Yadkin Valley, was put in operation. Since that time the work has been pushed forward as rapidly as possible. Trains are now running on thirty-two miles, and sixty miles will be in operation soon. With the recent important events the readers of THE TIMES are familiar.

SOME OF THE LEADERS.

Hon. Henry S. Trout is one of the men who have done much to bring about the present certain outlook for the road and for the good of Roanoke. He has worked for the success of the enterprise from the start, and has been a director or officer since the organization of the company. At the annual meeting in June of last year he was elected president, and was re-elected Monday.

Mr. J. W. Fries, the first vice president, is of the thirty-two miles of the road, and is the population of the interesting old town of Salem. He, with Messrs. Frank and Henry Fries, are members of the firm of F. & H. Fries, and all of them have made fortunes out of their extensive cotton, woolen and flouring mills. They stand in the front rank of the progressive business men of North Carolina. Colonel Frank Fries was secretary of the North Carolina State Exposition in 1884.

Colonel J. W. Aspinwall, a member of the present board of directors, is one of Winston's pioneer citizens. He is getting along in years, and is the typical Southern gentleman of antebellum days. He has been mayor of Winston, and is a large landholder and stockholder in the People's National Bank. Mr. C. H. Vogle, of Salem, the treasurer of the road, is a successful contractor, and is a thorough business man.

Mr. J. A. Gray, of Winston, another director, is cashier of the Wachovia National Bank, and though yet young, has amassed wealth.

THE TIMES office has been removed to the new building corner Third and First streets, southwest.

WEDDING BELLS.

Records of Four Marriages Which Have Taken Place Here.

Mr. Charles S. Lake, train dispatcher for the Norfolk and Western at Bluefield, was married yesterday morning to Miss Love L. Chapman, of Greene Memorial Church, Rev. J. H. Boyd officiating. The bride is the daughter of Nathan Chapman, Esq., of this city. The attendants were:

Mr. Roland Hoffman, with Miss Kithie Simile, of New York; Mr. John Davis, of Foster Falls, with Miss Ella Chapman, of Lake Spring. The ushers were Messrs. W. R. Moore and H. L. Tansill, of Bluefield; Mr. A. Manion, of Carnegie City, and Mr. M. E. Apple, Dr. Cowan, of Radford, presided at the organ. After receiving congratulations of their friends, the bride and groom left for Old Point and Norfolk, returning by way of Richmond, where they will visit the father of the groom at Loch Laird.

Miss Cora B. Huddleston and Henry J. Brown, of White Sulphur Springs, were married Wednesday evening at the residence of the bride's parents, on Broad street, by Rev. J. H. Boyd. They left immediately for the home of the groom.

Seth W. Mabry and Miss Pricie Wilmoth were married Wednesday night at the residence of the bride's uncle, Nathan Wilmoth, corner of Eighth and Holliday street. The ceremony was performed by Rev. J. H. Boyd, of Greene Memorial Church.

Samuel Moore, treasurer of Rockbridge county, and Miss Sarah A. Abington, Va., were married Wednesday at the residence of the bride's parents. Mr. Moore is a brother of Mrs. William Dunlap, of Roanoke, and arrived here yesterday with his bride to visit his sister.

TO MEET AT NORFOLK.

November 12 and 13 Fixed for the Real Estate Convention.

The Norfolk Real Estate Exchange, at a recent meeting, fixed November 12th and 13th as the date for the proposed real estate convention and the first meeting of the new organization.

Transportation—George M. Pollard, Thomas Hoggard, H. L. Page, I. O. Gardner. Work for the convention—T. F. Rogers, Thomas Townsend, O. F. Baxter, Walter Sharp, E. J. Henry, Edmund W. H. L. Page, Accommodations—C. B. Roper, W. D. Southall, R. M. Wilkinson. Invitation—Walter Sharp, E. J. Rogers, W. L. Fentress, C. B. Roper, H. C. Hoggard. Reception—The Exchange as a body.

RAPIDLY APPROACHING SALE.

The Dummy Line Has Crossed Peters Creek—To Be Finished October 15.

The Peters creek bridge, two miles this side of Salem on the Salem extension of the street railway, is complete yesterday, and the first train ran over it in the afternoon. The first car to cross was a Norfolk and Western flat and it is to be used in distributing rails along the line to Mason's creek.

The rails will be laid to the latter creek by the middle of next week, probably, and it will not take over a week to complete the bridge over that stream. Then it will be plain sailing and the road will be open to Salem by the fifteenth of October. The Vinton extension is paying the company a good profit and the Salem line will doubtless do still better.

Bette Bernard Chase at the Opera House.

Miss Bette Bernard Chase appears at the Opera House next Monday night. This famous soprano singer, who is in the new place entitled "Uncle's Darling," Miss Chase is, of course, the darling. The scenes are laid in British Columbia and Alaska, and its characters are all sea-faring men. Miss Chase takes the part of "Little Nell," a regular sea nymph who can row a boat with the most perfect oarsmen and swim like a fish. The part is peculiarly fitted for Miss Chase, who is a singer of the highest order, and whose charms her audience and stamps her as one of the finest of our stage artists.

Mayor's Court.

The following cases were disposed of at the Mayor's court yesterday morning: Harrison Lawson, colored, fined \$5.50 for disturbing the quiet and good order of the city, and being drunk; Rush Coleman, colored, charged with disturbing the quiet and good order of the city, and being drunk; William Young, \$5 for vagrancy; Dan Connell, \$2 for being drunk and fighting; Neal Black, \$2.50 for being drunk; John E. McManis, \$3 for being drunk and fighting; J. H. Dickinson, \$2 for using profane language; Dilsey White, \$1.50 for not removing waste water; Richard Thornton, \$1 for throwing rocks.

Mr. James S. Simmons Recovering.

Mr. James S. Simmons, who has been confined to his room since Tuesday, will be out again today. He was quite ill when the Roanoke and Southern meetings were held Tuesday and Wednesday forenoon days. It was contrary to the orders of his physician that he gave his personal attention to preparing the contract with the Construction Company, but he was so anxious to see the line settled that he left his room for that purpose.

Coming to Roanoke.

A party of Massachusetts capitalists, Messrs. William Batton, of Lynn; E. H. Thayer, of Boston; J. C. McManis, of Boston; Peter C. Richards, Cambridge, and O. B. Cooper, Worcester, arrived at Lynchburg from Norfolk yesterday morning and left in the afternoon for the Richmond and Alleghany train for Natural Bridge, from which place they will go up to the Southwest.

Damaged by Fire.

A fire in D. B. Geyer's tailoring establishment yesterday morning destroyed a hundred dollars' worth of goods. It is not known how the fire occurred. The office boy came down in the morning and found the goods on a middle table badly damaged by a smoldering fire, which was distinguished without difficulty. Thereom was all right when Mr. Matthias left the evening before.

Hastings Court.

In the Hastings Court yesterday the following business was disposed of: John M. Snyder was appointed administrator to John J. Hasser, deceased. Alexander Barnett was the Norfolk and Western Railroad Company, a suit for \$5,000 for the loss of an arm, verdict for defendant.

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MORE ACTIVE.

REAL ESTATE RESPONDS TO INCREASED DEMANDS.

TRANSFERS INCREASING 100 A DAY

Over \$100,000 a Day is the Figure on Which Real Estate Agents are Operating—Every Part of Roanoke Shares in the Movement.

Real estate business continued active yesterday, and sales were again immense. There is no way of ascertaining tonight the exact amount of the day's transactions, as in many of the sales practically made the contracts have not been closed with the necessary papers. THE TIMES has it from a reliable source that the sales on Wednesday were scarcely less than \$100,000, and a talk with most of the real estate men of the city brought out the fact that the sales of yesterday exceeded those of the day before.

Some of the agents sold mostly to home purchasers, while others sold to visiting capitalists. The hotels were crowded last night, and a large number of strangers could be seen in the carriages of real estate men all day long.

Wednesday West End and Belmont property was most active, while yesterday the equilibrium was restored and property went easily all over the city. The sales were not confined to suburban property nor to the old city. A number of business locations changed hands. The day's transactions, if all were known, would probably foot up something over \$400,000, and yet no big sales were made.

There are but few who hesitate to say that the receiving of the northern terminus of the Roanoke and Southern is the cause of the activity, but one prominent real estate man, who is selling property from one end of the town to the other every day, told THE TIMES that he thought the general prosperity of Roanoke had more to do with it than the securing of another railroad. Real estate has been active all the week, and it is more than probable that the sales will amount to more than a million dollars.

Yesterday and day before nearly a hundred deeds were filed for registration, and they are not near all in it. It will be remembered that the largest number of deeds ever filed for registration in one day was 120. This was during the big boom last March.

A member of a leading real estate firm stated that the average amount of each sale would be not far from \$3,000, which goes to show that a middle class of investors is coming into the field actively. People in comfortable circumstances are buying lots, not for speculative purposes, but to build. If his judgment is accurate a gratifying increase in building operations will immediately set in.

CONTEMPLATED IMPROVEMENTS.

The Vinton Land and Improvement Company Hold a Meeting.

The directors of the Vinton Land and Improvement Company met yesterday at the office of Mr. J. B. Levy, Messrs. T. J. Nottingham, A. C. Freeman, W. J. Lawenburgh, D. Lawenburgh and H. L. Page, of Norfolk, in attendance. Routine business was disposed of, and to facilitate the management of the business of the company, the directors decided to have an executive committee. Dr. J. A. Sale, J. B. Levy, and Wm. Lumsford were appointed. Rush U. Derr was elected general counsel of the company.

The question of general improvements was discussed, but as the general manager, Mr. C. Jordan, was absent, nothing definite was decided upon.

The company controls the Preston farm of 300 acres in the eastern part of Vinton. Streets are to be opened through the property, which will be laid off in lots and villa sites, and it is probable that the dummy line will also be extended. It now runs within a few rods of the property.

The Norfolk party, after the transaction of their business, took a drive and look at the Magic City.

NEWS NOTES.

The Shenandoah Valley agricultural fair, at Winchester, is very successful. The attendance is unusually large and the exhibits have fuller lists in all the departments than for five years past.

The Virginia grape crop is a great success. The growers have discovered a remedy for rot. Profits as high as \$300 an acre are reported.

The Farmers' Alliance Warehouse Company will soon open their general warehouse at Lynchburg.

The Danville Register records a remark from Hon. John E. Massie. He had been traveling over the Norfolk and Western railroad, and had visited so many "cities" en route, that he remarked, when he finally reached Richmond, that "it did his lungs once more to get a breath of pure country air."

The Norfolk and Western is putting in some large scales at Ivanhoe.

Richmond's new City Hall is going to be a magnificent building. It will be one of the finest of its kind in the South, and will be excelled by few in this country.

The ladies of Asheville, N. C., have formed a society, the object of which is to fully discuss the servant girl problem, and to adopt ways and means to improve that class of labor.

Eight hundred hands are at work in Italy county on the railroad from Salisbury via Albemarle to Norwood, a distance of forty-one miles.

Mr. C. P. Huntington has given a fine lot of land to Newport News for school purposes, and it is understood that he will also donate suitable buildings on it and to donate suitable land to the city for which he has done so much to create and adorn.

Samuel Cox, a prominent citizen of Campbell county, died Friday night. He was a courier under Stonewall Jackson during the late war.

A Southwest Virginia syndicate has purchased 140 acres of land in the neighborhood of Lambert's Point, near Norfolk, for \$140,000.

A young man named Thomas Croghan fell under a B. and O. train at Stanton Saturday evening and had both legs cut off.

The increase of values in Richmond and Henrico counties during the past five years aggregate \$5,000,000.

A BIG GERRYMANDER.

Mr. Dannel's Reapportionment Scheme With an Amendment.

WASHINGTON, Sept. 11.—Mr. Dannel, of Minnesota, chairman of the House committee on the eleventh census, has introduced an apportionment bill on the basis of one Representative in Congress for each 150,000 of population. This will provide for a total membership in the House of Representatives of 354, an increase of 24. Under the apportionment as provided in the bill Alabama, California, Colorado, Michigan, Missouri, New Jersey, Oregon, Texas, Washington, and Wisconsin, would each gain one member; Arkansas, Illinois, Kansas, and Pennsylvania, each two, and Minnesota and Nebraska, each three. Ohio and Virginia would each lose one Representative.

Mr. Dannel at first constructed the bill on a basis of one Representative for each 173,777 of population, but afterwards decided that the higher figures. The only difference this made was to cause Virginia a loss of one member. Congress could act upon it immediately after assembling, and the act would go into effect in time to have the States redistributed by the legislatures elected this fall.

The importance of this point lies in the fact that the bill contains a section taken from the McCann bill. It requires the States to consolidate with the respective States to restrict at the first session held after the act goes into effect. There shall not thereafter be another redistributing by any of the States until the next reapportionment bill is enacted, ten years hence.

ALIVE TO THE SITUATION.

Recognizing the Importance of the Shenandoah Valley Reorganization.

WASHINGTON, Sept. 11.—The Post this morning says editorially: The Shenandoah Valley Railroad Company have perfected plans for the reorganization of that corporation. In their prospectus it is announced that the Norfolk and Western railroad has become a party to the plans, and has agreed to consolidate with the new company and guarantees the securities of the new organization.

If the agreements proposed are carried out, and there is every reason to believe that they will be, Washington city will become the northern terminus of this great system of railroads. In their articles of reorganization \$2,500,000 is appropriated "for the extension of the railroad to a point at or near the Potomac river opposite Washington, for building such extension into Washington and the acquisition of terminals in the District of Columbia."

FOR THE CONFEDERATE DEAD.

To Enclose the Nelson